

IN THE CLAIMS

Please amend the claims as follows:

1. (Currently Amended) A valve train of an internal combustion engine comprising:
at least one camshaft on which at least one cam element [[(1)]] is mounted so as to be non-rotatable and axially displaceable,
a first cam [[(4)]] and at least a second cam [[(5)]] being mounted on the at least one cam element [[(1)]] and at least two different cam tracks (4.1, 4.2, 5.1, 5.2) being configured on the at least second cam [[(5)]], characterized in that
wherein the first cam [[(4)]] and the at least second cam [[(5)]] of [[a]] one of the at least one cam element [[(1)]] differ from each other in at least one cam track (4.1, 4.2, 5.1, 5.2).
2. (Currently Amended) The valve train as claimed in claim 1, wherein the first cam [[(4)]] and the at least second cam [[(5)]] of [[a]] one of the at least one cam element [[(1)]] differ from each other in all cam tracks (4.1, 4.2, 5.1, 5.2).
3. (Currently Amended) The valve train as claimed in claim 1 [[or 2]], wherein the cam tracks (4.1, 4.2, 5.1, 5.2) of the first cam [[(4)]] and [[of]] the least second cam [[(5)]] of [[a]] one of the at least one cam element [[(1)]] differ from each other in lift configuration and/or in phase position.
4. (Currently Amended) The valve train as claimed in one of claims claim 1 [[to 3]], wherein the cam tracks (4.1, 4.2, 5.1, 5.2) of [[a]] at least one the first cam and the sat least second cam [[(4, 5)]] differ in that the maximum lift of the lift configuration of [[one]] a first cam track (4.1, 4.2, 5.1, 5.2) is configured outside the lift configuration of the other a second cam track (4.1, 4.2, 5.1, 5.2).
5. (New) The valve train as claimed in claim 2, wherein the cam tracks of the first cam and of the least second cam of at one of the at least one cam element differ from each other in lift configuration and/or in phase position.

6. (New) The valve train as claimed in claim 2, wherein the cam tracks of at least one of the first cam and the at least second cam differ in that the maximum lift of the lift configuration of one cam track is configured outside the lift configuration of the other cam track.

7. (New) The valve train as claimed in claim 3, wherein the cam tracks of at least one of the first cam and the at least second cam differ in that the maximum lift of the lift configuration of one cam track is configured outside the lift configuration of the other cam track.